Finance (Marine) (192 4) Department.

M S SERIES.

G.O. No. 612

DATED 16-12-24

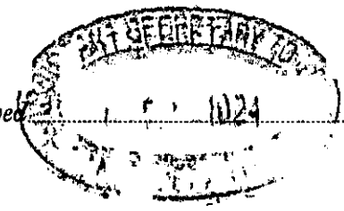
[Despatch Abstract.]

Port of Mangalore.

Sale of steam launch

advertisement in leading papers

approved



Received 21 . 8 . 1924 192 . *Registered* ..... 192 .

Subject.

Mangalore – Sale of Launch

ENCLOSURES.
No. one sheet.
Spare copies .....

No. 1029 G.L. *Madras, dated* 28th/29 AUGUST 1924.

From (Name) Captain C.R. Campbell, D.S.O., M.V.O., R.I.M.,
Presidency Port Officer, Madras.

To The Deputy Secretary to the Government of Madras,
Finance (Marine) Department.

Sir,

MANGALORE - Sale of Launch.

I have the honour to invite a reference to G.O. No. 100, Marine, dated 19th March 1915, sanctioning the purchase of a launch for the port of Mangalore, and to state that the Landing and Shipping Fees Committee is now desirous of selling the launch as they consider it unsuitable for the port, and its upkeep too heavy compared with the revenue obtained from it - vide copies of resolutions dated 13th February '24 and 15th March 1924 attached.

2. The book value of the vessel in 1919 was Rs.78,970/-. The Director, Royal Indian Marine, Bombay, states that the present-day cost of building a similar launch in the Dockyard, would amount to Rs.1,35,329 approximately. This may bear

bear on the selling price, but I do not recommend a similar launch being purchased.

3. The Harbour Engineer is also of the opinion that the vessel is unsuitable to the port and advises that she may be sold for what she would fetch - vide copy of his letter No. M.W.1065/24-2, dated 28-5-24 with enclosure attached.

4. The launch is as unsuitable for any other port in this Presidency as she is for Mangalore and under the circumstances I concur with the views of the Committee that the launch should be sold and, in commending the same for the ~~xxxx~~ approval of Government, request sanction to advertise in the leading papers of India and Ceylon inviting tenders for the purchase of the vessel.

I have the honour to be,
Sir,
Your most obedient servant,

C. Campbell.

Captain, R.I.M.,
Presidency Port Officer.

Copy of Minutes 10 of the Landing and Shipping Fees Committee, Mangalore, dated 13th Feby. 1924.

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10. Read letter dated 9-2-24, No.102/1108, from the Agent, Bombay Steam Navigation Company, Mangalore, requesting to charter on monthly terms or sell at a reasonable price the steam launch "MANGALORE".

"Provided a reasonable price is offered the Committee are prepared to sell the launch".

Resolution No.8 of the Landing and Shipping Fees Committee, Mangalore, dated 15-3-24.

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8. Read Presidency Port Officer's Memorandum No.2105/1/509-G1, dated 21-2-24, asking to state reasons as to why the Committee is desirous of selling the launch.

"The Committee considers that the launch is not suited to the requirements of the harbour and that its upkeep is too heavy compared with the revenue obtained from it".

Letter from the Harbour Engineer to Govt. Madras,
To the Presidency Port Officer, Madras,
No.M.W.1065/24-2,
Dated 28th May 1924.

With reference to your No.2105/1029-G1, dated the 8th May 1924, I forward herewith a report by the Executive Engineer, Cochin, showing that the launch would be unsuitable for work at Cochin, in which opinion I concur.

2. I regret also that I am unable to utilize it for any other port at present.

3. As regards its value, theoretically this should be about Rs.63,000/-, but I do not think it very likely that anyone would give such a sum for it. The vessel is very limited in its usefulness, and as the market is well stocked with second hand tugs and tug-launches the prospect of a sale is rather remote at present.

4. As regards the future it is observed that the vessel was unsuitable when bought, and is still more unsuitable now that the river has started to silt up. In fact it is only possible to use the boat at high water.

5. In all the circumstances therefore, perhaps it would be well to sell the boat for what they can get for it and write off the loss. Even if they can only realize Rs.15,000 this will buy a new and suitable oil launch which will be more generally useful and much cheaper in repairs and maintenance.

ENCLOSURE.

From the Executive Engineer, Cochin Harbour Division,
To the Harbour Engineer to Govt., Madras,
No.2391, dated 21st May 1924.

With reference to your No.1065/24-1, dated 15-5-24, I do not think this launch will be suitable for Cochin. In our estimates for the 3rd stage of the scheme we have allowed for a steam tug and a sea going launch.

The vessel is not powerful enough to do all the work that we will require from the tug whilst as a substitute for the sea going launch our estimate is only Rs.15,000 and I do not think Mangalore would sell at this figure seeing it cost Rs.78,970 new. An oil engined vessel is what we require as it would have to be ready to go to sea at short notice, whilst to keep steam up all day in a steam launch would be very costly.

29.8.24

Finance (Marine)

Om. No. 1206 G/24-1 dt 7-10-24

Sale of the launch Mangalore

P.P.O. letter No. 1029 G.L.S. $\frac{28}{29}$ - 8-24

The P.P.O. is requested to furnish ~~a~~ a full report as to why the launch is unsuitable for the port of Mangalore and the time when her unsuitability was first found out. The Govt. observe that in his letter No M.W. 1065/24-28 28-9-24 the Harbour Engineer has remarked that the vessel was unsuitable even when she was brought in 1919.

7/10

Ref 3 Cf

DI 8th OCT 1924

To.

The P.P.O. (Com. only)

Cf

Secy
3.X.24

Om
3.10.24

b/ C.1690 G.

O.F. 105—1,000—5-11-23

Received ..... 192 . Registered ..... 192 .

Subject.

Sale of the launch Mangalore — Government Memo. No 1206/G/24-1 dated 7-10-24.

ENCLOSURES.
No. one sheet.
Spare copies

No. 1029 GL. Madras, dated 3rd December November 192 4.

From (Name) Captain C.R. Campbell, D.S.O., M.V.O., R.I.M.,
Presidency Port Officer, Madras.

To The Deputy Secretary to the Government of Madras,
Finance (Marine) Department.

Page 5 ante

Sir,

Sale of the launch "MANGALORE" - Govt. Memo No.1206/G/24-1, dated 7/10/1924.

In reference to the above, I have the honour to forward herewith copy of resolution No.X, dated 26th November 1924, of the Mangalore Landing and Shipping Fees Committee and of the letter No.14/1064-P, dated 26th November 1924, from the President of the Committee referred to therein giving a full report on the unsuitability of the launch for the port.

M/7-8 infra

I have the honour to be,
Sir,
Your most obedient servant,

C R Campbell.
Captain, R.I.M.,
Presidency Port Officer.

P.T.O

Resolution No.X of the Landing and Shipping Fees Committee, Mangalore, dated 26-11-1924.

Read Minute No.15 of the meeting dated 24-10-1924, regarding disposal of steam launch "Mangalore".

"The Committee approves the President's draft reply".

Letter from the President, Landing & Shipping Fees Committee, Mangalore,
To the Presidency Port Officer, Madras,
No.14/1064-P, d/ 26-11-1924.

Marine - Landing and Shipping Fees Committee, Mangalore - Steam Launch - Sale of -

Ref.- Govt. Memo No.1206-G/24-1, Fin. (Mar), d/ 7-10-24.

Owing to the gradual silting up of the eastern side of the Gurpur river, the pier which was constructed in 1901 at a cost of Rs.43,000 was becoming of little or no use, and the passengers had to embark at the T Head of the pier, as the cargo boats and the launch belonging to the Bombay Steam Navigation Co., were unable to come alongside the ladders for want of sufficient water. The bulk of the cargo landed at the port had to be carried ashore on the heads of coolies through some twenty yards of mud and water. This meant delay and extra expense in loading and unloading cargo boats. To obviate this difficulty, the Landing and Shipping Fees Committee suggested in 1912 that a dredger of the latest type for work in shallow waters should be ordered and also six punts to remove the silt. The silt thus collected was to be used either for reclaiming the eastern side of the Gurpur river or to be taken north and deposited on the reef off Kudroli Tide works. The dredger to be purchased was one which could dredge out a channel with a width of one cable from the wharf to the sea and a depth of 8 ft. at low water. A tug was also found necessary to tow the punts employed and for other work in connection with the port, e.g. for towing brigs and large native craft into the backwater on requisition from the master or owner, and also for towing cargo boats, when the weather was bad and there were adverse winds. The dredger and the barges could not be completed till 1916 and the launch could not be supplied till 1919 by the Royal Indian Marine, Bombay, owing to urgent work in connection with the war. The Committee was aware that the launch could not be made to pay for her up-keep and depreciation even before she was ordered.

Vide page 4 of the Port Officer's letter on page 3 of Go 100 Mar 19-3-15 (A)

2. The launch which was supplied in 1919 was found to be of little or no use for towing the punts, as she drew 6 ft. of water; and as dredging operations had to commence off the pier to deepen the river say 6 or 7 ft. so as to enable the cargo boats to lie alongside at all tides and discharge or load cargo direct at the jetty, the object of the launch was nullified at the very outset. She was, therefore, practically lying idle. As regards towing cargo boats, in addition to her draft, the launch is otherwise unsuitable. She takes 4 hours to get up steam and the merchants cannot afford this delay. Her services are, therefore, not requisitioned as they ought to be. In 1914, the Executive Engineer, West Coast Division, entertained no apprehension as to the success of the improvements to the Mangalore Harbour decided in 1912 (please see his letter, Enclosure XIV to G.O.100, Marine, d/ 19th March 1915). The floods of 1923, have, however, brought about marked changes in the conditions in the physical features of the harbour; the river has started to silt up still more along the shore and the unsuitability of the launch for the object for which it was first ordered has been emphasised. It was, therefore, decided this year to dispose of the launch, and the Presidency Port Officer was addressed with a view to ascertain at the other ports in the Presidency whether she was required by any of them. If not, he was asked to advertise her sale. The Presidency Port

8

Port Officer remarked that the launch was as unsuitable for any other port in the Presidency as she was for Mangalore and agreed with the views of the Committee that the launch should be sold; but he was doubtful if there would be any tenders offering Rs.40,000 for it. The Harbour Engineer states that it would be well to sell the launch for what can be got and write off the loss, and that even if it should fetch Rs.15,000, this will buy a new and suitable oil launch which will be more useful and much cheaper in repairs and maintenance.

I fully agree with the views expressed by the Harbour Engineer.

3.12.31

C.L.H. 2/19.9.24

9

Finance (Marine)

Sale of the Steam Launch Mangalore.

From the P.P.O No. 1029 G.L. dt 28.8.24.

In the circumstances stated by the P.P.O., the sale of the Steam Launch "Mangalore" may be approved and the P.P.O authorised to invite tenders. The P.P.O. may also be asked to obtain the auction of ~~not.~~ before fixing the sale price.

(As regards the remarks of the Harbour Engineer in para 4 of his letter on page 3 C.F. about the silting of the river at Mangalore port, it may be stated that in a recent report, the Port Officer stated that the cutting made through the sand bank ~~now~~ enables boats to pass at all states of the tide).

That did not refer to the same place on the river. 14/9/24

1 copy of C.F. to Limited file.

2. A draft order is put up for approval.

12.9.24

[illegible] a heavy loss on this transaction

14/9/24

No doubt

I do not see any explanation of why the Launch is unsuitable or when it was first found out that she was unsuitable

RdG

16/9/24

[illegible]

C 17/12
3-12-24
1 15/12

12/

Attention is solicited to Mr Bristow's D.O. and Enclosures thereto on pages 5-8 of notes in the linked file and Resolution of the L. and S. Fees Committee of 15.3.24 on page 3 C.F. In March 1924, the Committee considered ~~the~~ the launch unsuitable for their purpose and costly to maintain. In May last, the Harbour Engr (Mr Bristow) definitely declared the boat unsuitable for Mangalore:

2. Full Explanation as to why the launch is unsuitable is not available in the papers available here.

3. Draft Om. is subd for approval.

Draft
3.x.24

Om
4.10.24

O-M. No. 1206 G/24-1 dy 7-10-24

[C-No. 1690 G] from the P-P-O. No. 1029 SL dy 3 Decr 1924

Please see the letter from the President, Landing and shipping fees committee, Mangalore, on page 7 of C-F. which explains why the launch "Mangalore" is unsuitable - Submitted for orders.

SWJ
9-12-24.

The anticipations of 1915 have not been realised apparently.

Draft
10.12.24.

Om
12.12.24

C4

If the launch, though ordered in 1915, could not be delivered

till 1919, some watch should have been kept on conditions in the interval. It would have been quite possible to countermand or so save the money that has been wasted.

Draft approved

RSC

13/12/24

Done

75 72 W

Sectt. II-10(a)—36,502 - 27-11-23 (C)

Finance (Marine) DEPARTMENT.

	Date	Initials.
When received for Fair-copying.		
When copied ..		
When examined ..	8/12/24	
When signed ..		
When despatched ..		

Post. of Mangalore - Sale of Steam Launch - Advertisement in leading papers approved.

I

READ AGAIN G.O. No. 1007 Marine, dated 18 — 3 — 1925.

" " " " 223 " 26 — 7 — 1926

II

READ ALSO:—

C. No 1266, From the P.M.G., No. 6029/24 dated 28 - 8 - 29 1924.

" " " " " 192 .

" " " " " 192 .

ORDER.

No. 612, dated 16th December 1924

This

The Govt approve the proposal of the Presidency Post Officer to sell the steam Launch "Mangalore" and authorize him to advertise in the leading papers of India and Ceylon inviting tenders for the purchase of the vessel. Specific sanction of Govt. should be obtained before fixing the sale price.

12.9.24

13/12/24

DE 17th DEC 1924

To,

The P.M.O.

Copy to the Accts Genl. & Accts (Rly)